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February 21, 2012

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

Agenda No. 43
11/08/11

The Honorable Board of Supervisors #23 OF FEBRUARY 21, 2012
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

Re: **PROJECT NUMBER TR070853-(2)**
GENERAL PLAN AMENDMENT NUMBER 2009-00002-(2)
SECOND SUPERVISORIAL DISTRICT/THREE-VOTE MATTER

Dear Supervisors:

Your Board previously conducted a duly-noticed public hearing regarding the above-referenced application for a general plan amendment to facilitate a mixed-use, transit-oriented development consisting of 376 residential units and 17,180 square feet of commercial/retail space adjacent to the Green Line Aviation/LAX Station in the unincorporated community of Del Aire. At the completion of the hearing you indicated an intent to approve the proposed general plan amendment and instructed us to prepare the appropriate resolution for approval. Enclosed is an appropriate resolution for your consideration.

Very truly yours,

JOHN F. KRATTLI
Acting County Counsel

By *Keane*
PATRICIA KEANE
Deputy County Counsel
Property Division

APPROVED AND RELEASED:

Richard D. Weiss
RICHARD D. WEISS
Acting Senior Assistant County Counsel

PK:vn

Enclosures

**A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES
RELATING TO THE ADOPTION OF
GENERAL PLAN AMENDMENT NUMBER 2009-00002-(2)**

WHEREAS, Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with section 65350) provides for the adoption of and amendment to a jurisdiction's general plan; and

WHEREAS, the County of Los Angeles ("County") adopted a Countywide General Plan ("General Plan") in November 1980, which General Plan has been periodically updated and amended since that time; and

WHEREAS, the permittees, Kroeze Family, LLC, Kroeze, Inc., and the County of Los Angeles Metropolitan Transportation Authority ("MTA") (collectively "permittees"), propose to create a two-lot, mixed-use development on 5.9 acres with a total of 376 residential units, which include 264 condominium units and 112 apartment units, along with approximately 17,180 square feet of commercial/retail space, and 667 parking spaces ("Project"). The Project is located within both the unincorporated community of Del Aire in the County and in the City of Los Angeles ("City"), bounded by Aviation Avenue to the west and the Metro Green Line Aviation/LAX station ("Green Line Station") and Interstate 105 ("I-105") to the north. Approximately 3.2 acres are located within the unincorporated County area and the remaining 2.7 acres are located within the City; and

WHEREAS, the permittees have requested the approval of General Plan Amendment No. 2009-00002-(2) ("Plan Amendment") to amend the land use designation in the Countywide General Plan ("General Plan") for the 3.2-acre portion of the Project site that is located within the unincorporated County area from Category 1 (Low-Density Residential-1 to 6 Dwelling Units Per Net Acre) to Category 4 (High-Density Residential-22 or more Dwelling Units Per Net Acre); and to designate as Category 4 the 2.7-acre portion of the Project site that is located within the City, so that upon approval of the detachment of the incorporated portion of the Project site from the City, a General Plan designation consistent with the remainder of the Project site will be in place for the subject property. The portion of the Project site located within the City is currently designated as PF (Public Facilities) under the City's General Plan; and

WHEREAS, the County considers amendments to the General Plan in no more than four batches per year so that the cumulative effect of such amendments can be considered. The County considers the General Plan Amendment for this Project concurrently with General Plan Amendment No. 00-196-(5) as the first batch of General Plan Amendments for 2012. General Plan Amendment No. 00-196-(5), along with its related entitlements, proposes to remove "A" street from the County highway plan in the General Plan. Both General Plan Amendments modify provisions of the existing General Plan to allow for appropriate and orderly development of residential and mixed-use projects in the County.

WHEREAS, Zone Change Case No. 2009-00002-(2) ("Zone Change") is a related request to change 0.9 acres from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residence) zone to MXD-84U-DP (Mixed Use Development-84 Dwelling Units Per Net Acre-Development Program) zone; and to zone the 2.7-acre portion of the Project site that is located within the City as MXD-43U-DP (Mixed Use Development-43 Dwelling Units Per Net Acre-Development Program) zone, so that upon approval of the detachment of the incorporated portion of the Project site from the City, a zoning designation consistent with the remainder of the Project site will be in place for the subject property. The portion of the Project site located within the City is currently zoned PF pursuant to the City's Planning and Zoning Code. The Development Program (-DP) overlay zone will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area; and

WHEREAS, Vesting Tentative Tract Map No. TR070853-(2) ("Vesting Map") is a related request to create a two-lot, mixed-use subdivision on 5.9 gross acres with a total of 376 residential units, which include 264 condominium units and 112 apartment units, along with approximately 17,180 square feet of commercial/retail space. Lot 1 will be developed with 112 apartment units and 412 parking spaces; and Lot 2 will be developed with 264 condominium units, 17,180 square feet of commercial/retail space, and 255 parking spaces; and

WHEREAS, Conditional Use Permit Case No. 2009-00024-(2) ("CUP") is a related request to authorize the development of a mixed-use residential and commercial/retail project in the MXD zone and to ensure consistency with the -DP overlay zoning on the 5.9-acre Project site. The CUP will restrict development to the Project shown on the approved site plan marked Exhibit "A," and will ensure that no other development will be permitted on the Project site unless a new conditional use permit is first obtained; and

WHEREAS, Parking Permit Case No. 2010-00008-(2) ("Parking Permit") is a related request to authorize a maximum of 100 (or approximately 15 percent) of the 667 proposed parking spaces for the Project to be developed in a tandem configuration. The tandem spaces would only serve the residential uses in the Project; and

WHEREAS, the County Board of Supervisors ("Board") conducted a duly-noticed public hearing on the Plan Amendment on October 25, 2011 and November 8, 2011. The Plan Amendment was heard concurrently with the Zone Change, Vesting Map, CUP, and Parking Permit. The County Regional Planning Commission ("Commission") previously conducted a duly-noticed public hearing on the Plan Amendment, Zone Change, Vesting Map, CUP, and the Parking Permit on February 16, and April 20, 2011; and

WHEREAS, the Board of Supervisors finds as follows:

1. The Project site is located within both the unincorporated community of Del Aire in the County and in the City, bounded by Aviation Boulevard to the west, West 116th and West 117th Streets to the south, Judah Avenue to the east, and the Green Line Station and I-105 to the north. Approximately 3.2 acres are located within the County and the remaining 2.7 acres are located within the City.
2. The Vesting Map, CUP, and the Parking Permit will not become effective until the proposed Plan Amendment and Zone Change are adopted by the Board and the Zone Change becomes effective. The development authorized for the portion of the Project site located within the City is contingent on the approval of the detachment of such portion from the City and annexation into the unincorporated County area by the Local Agency Formation Commission for the County of Los Angeles ("LAFCO").
3. The Project is designed to be developed in two phases. Phase 1 will develop Lot 1, which is located in the unincorporated County, and Phase 2 will develop Lot 2, which is located in the City. Although designed to be a unified Project, it is intended that each lot be designed and developed to allow for stand-alone development in the event that either lot (or some portion thereof) is not developed.
4. Regional access to the Project site is provided by the I-105 and Interstate 405 ("I-405") freeways, which are located north and east of the Project site, respectively. Immediate vehicular access to the Project site is provided by Aviation Boulevard from the west, by West 117th Street from the south, and by Judah Avenue from the east.
5. The Project site is approximately 5.9 gross acres (5.78 net acres) in size, rectangular in shape with flat terrain, and is currently divided approximately in half by West 116th Street. The portion of West 116th Street bisecting the Project site is located within the City and would be vacated to accommodate Phase 2 of the Project. Prior to development of Phase 2, West 116th Street will continue to be used as a public right-of-way to access the other portion of the Project site. The Project site is currently developed with 11 residences (seven single-family homes and two duplexes), a commercial structure, a motel, and a surface parking lot. The existing development will be demolished as part of the Project.
6. The permittees' site plan, labeled Exhibit "A" for the Vesting Map and the CUP, depicts a two-lot subdivision with a total of 376 residential units and 17,180 square feet of commercial/retail space on the Project site. Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. Lot 1 is 3.2 acres in size and Lot 2 is 2.7 acres in size. There are 264 condominium units and 412 parking spaces located within Lot 1; and 112 apartment units, 255 parking spaces, and 17,180 square feet of commercial/retail space within Lot 2. A total of three buildings and a parking

structure are proposed on the Project site. The height of the buildings facing north and east range from two to five stories. The maximum height of the proposed buildings is 72 feet. The site plan depicts 667 parking spaces and 117,731 square feet of open space. Vehicular access to the Project site will be provided by Aviation Boulevard, which is a County-designated secondary highway with 75 feet of right-of-way. Pedestrian access to the Project site is provided along Aviation Boulevard, 117th Street, and Judah Avenue to the west, south, and east, respectively. A transit plaza is depicted on the northern portion of the property and provides access from the Project and Aviation Boulevard to the Green Line Station. The transit plaza contains amenities such as seating areas and landscaping. Project conditions of approval require that pedestrian access be depicted from 116th Street through the Project site to allow access to the Green Line Station without requiring pedestrians to walk around the perimeter of the Project site. The access as proposed is adequate to serve the proposed subdivision as depicted on the approved Vesting Map.

7. Approximately 0.9 acre of the Project site is zoned C-1, 2.3 acres is zoned R-1, and 2.7 acres located within the City is zoned PF pursuant to the City's Planning and Zoning Code. The detachment of territory from the City will require the subsequent action of LAFCO. Upon LAFCO approval of the detachment of the incorporated portion of the Project site from the City and annexation of that portion to the County, a zoning designation consistent with the remainder of the Project site will be in place for the subject property.
8. The surrounding properties are zoned as follows:

North:	PF and Los Angeles International Airport ("LAX") within the City of Los Angeles;
South:	R-1;
East:	R-1; and
West:	MU-N (Urban Mixed Use North) within the City of El Segundo.
9. Surrounding land uses within 500 feet of the Project site are as follows:

North:	Metro Green Line Aviation/LAX Station, a bus transfer station, and a park-and-ride lot;
South:	Single-family residences, a motel, and a liquor store;
East:	Single-family residences; and
West:	Utility, industrial, parking uses, and a railroad.
10. The Project site is located partially within the airport influence area established for LAX. Section 21676.5 of the Public Utilities Code ("PUC") requires that projects within the airport influence area be reviewed by the County Airport Land Use Commission ("ALUC") to determine if the Project is consistent with the County's Comprehensive Airport Land Use Plan ("CLUP"). Pursuant to section 21676(b) of the PUC, ALUC reviewed the Project on May 5, 2011, and determined the Project to be consistent with CLUP.

11. Prior to the Commission's public hearing, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act ("CEQA"). Based on the Initial Study, staff of the County Department of Regional Planning ("Regional Planning") determined that an Environmental Impact Report ("EIR") was the appropriate environmental document for the Project because the Initial Study identified potentially significant effects that the Project would have on the environment.
12. On June 6, 2009, an EIR scoping meeting was held in the Del Aire community to receive input from local residents on potential environmental concerns related to the Project. During the scoping process, the community and agencies raised concerns regarding land use compatibility, air quality, noise, and local circulation.
13. The permittees met with the California Department of Transportation ("Caltrans") to discuss Project design and development. Two Project design workshops were held in May and June 2009 with the permittees, Caltrans, and local municipal bus service providers to address compatibility between the rail station, the bus terminal, the park-and-ride lot, and the Project.
14. On January 26, 2010, the permittees met with local residents and members of the Del Aire Neighborhood Association ("Neighborhood Association") to discuss design alternatives, the entitlement process, and the status of the hearing.
15. Based on the Initial Study and the comments received during the scoping process, a Draft EIR was prepared for the Project. The Draft EIR was circulated for public comment for a period of 45 days, beginning on January 11, 2011, and ending on February 24, 2011. After the public comment period ended, a Final EIR was prepared with responses to comments received during the public comment period. The Final EIR identified mitigation measures necessary to ensure that the Project would not have a significant effect on the environment. Such measures have been included in the Mitigation Monitoring and Reporting Program ("MMRP") that was prepared for the Project. The Final EIR concluded that after implementation of the mitigation, the Project would nevertheless result in significant and unavoidable environmental impacts that would require the adoption of a Statement of Overriding Considerations ("SOC"). Construction of the Project would result in short-term direct and cumulative significant and unavoidable impacts related to particulate matter 10 micrometers or less and particulate matter 2.5 micrometers or less emissions. The Project would also result in long-term significant impacts related to developing residential land uses in an exterior noise environment that exceeds 65 CNEL.
16. On February 16, 2011, a duly-noticed public hearing session was opened before the Commission. The Commission heard a presentation from staff and testimony from representatives of the permittees and members of the public. Two additional persons testified in favor of the Project, and three local residents testified with concerns regarding the proposed access to the Project site and the density of the development.

17. At the conclusion of the February 16, 2011 hearing session, the Commission directed the permittees and Regional Planning staff to conduct a meeting in the Del Aire community to receive additional input from local residents. There being no further testimony or discussion, the Commission continued the public hearing to April 20, 2011, to provide time for the staff and permittees to hold the community meeting, to prepare the Final EIR, and to prepare draft findings and conditions for the Commission's consideration and action on the requested entitlements.
18. On March 26, 2011, a community meeting was held at Del Aire County Park located at 12601 South Isis Avenue in Hawthorne and included representatives from Regional Planning, the County Department of Public Works ("Public Works"), the County Fire Department ("Fire Department"), and the permittees' representatives. A total of 128 meeting notices were sent to the Del Aire community on March 10, 2011.
19. At the March 26, 2011 community meeting, Regional Planning staff began the meeting with a description of the entitlements requested and process status, and the staff presentation was followed by a presentation by the architect for the Project. The Project's traffic engineer followed with a description of the Project's traffic features and addressed an alternative to the proposed West 117th Street cul-de-sac that was suggested in a letter submitted by the Neighborhood Association at the February 16, 2011 Commission public hearing session. The Neighborhood Association's main concern was that Project-related traffic would increase the traffic on Judah Avenue, a four-lane road with no traffic signals or stop signs. However, the Draft EIR considered the West 117th Street cul-de-sac alternative to be infeasible based on several reasons, including that the street closure would divert traffic to nearby streets, would be in conflict with the regulations regarding street closures provided in the California Vehicle Code, and would impede emergency vehicle access to the community. The traffic engineer presented an alternative to address the Neighborhood Association's concerns, which involved an extension of the existing curb on the northwest corner of the intersection between West 117th Street and Judah Avenue. The curb extension would preclude vehicular access to the Project site for traffic coming west from West 117th Street and north from Judah Avenue, and would lower the number of Project-related vehicular trips to the surrounding neighborhood.
20. At the March 26, 2011 community meeting, 69 local residents attended the meeting and 20 residents testified regarding the Project. Concerns raised included impacts to facilities such as libraries and schools, impacts on existing infrastructure such as water pressure, impacts to traffic including increased demand for on-street parking and increased traffic on the neighborhood streets, lack of need for additional housing in the area, and increased density and lack of neighborhood compatibility.

21. At the April 20, 2011 Commission public hearing session, the Commission heard a presentation from staff and testimony from representatives of the permittees and Neighborhood Association. Staff reported that additional correspondence from the City of El Segundo was received on April 19, 2011, expressing concern about the Project's impacts to the intersection of El Segundo Boulevard and Aviation Boulevard and the adequacy of responses to comments in the Final EIR. The permittees' traffic engineer testified and addressed the City of El Segundo's concern regarding traffic impacts, and the Commission found the explanation satisfactory.
22. Prior to the closing of the Commission's public hearing on the Project, the following written correspondence regarding the Project was received: (a) a letter from the Neighborhood Association dated February 7, 2011, requesting that a hearing be held in the Del Aire neighborhood, that West 117th Street be modified to a cul-de-sac, and that pedestrian access to the Project Site at West 116th Street be eliminated; (b) a letter from the permittees' representative, Charles J. Moore of Cox, Castle & Nicholson dated February 10, 2011, in support of the Project; (c) a letter from the co-permittee MTA dated February 10, 2011, in support of the Project; (d) an email from a local resident dated March 26, 2011, expressing concerns regarding the Project including parking, traffic, school capacity, and utilities capacity, among other issues; and (e) an email from a local resident dated March 30, 2011, expressing concerns about parking.
23. There being no further testimony, the Commission closed the public hearing, certified the EIR, and adopted the Findings of Fact and Statement of Overriding Considerations ("Findings and SOC") and MMRP. The Commission found that the benefits of the transit-oriented, mixed-used development located in proximity to public transit and employment centers that revitalizes an underutilized urban site outweighs the significant unavoidable impacts related to construction air quality and the exterior noise environment. The Commission also approved the requested entitlements subject to the conditions recommended by staff as modified during the Commission's hearing, and recommended approval of the Plan Amendment and Zone Change to the Board.
24. Pursuant to section 22.60.230(B)(2) of the Los Angeles County Code ("County Code"), because the Project approvals included a recommendation by the Commission to the Board on the Plan Amendment and Zone Change, the Vesting Map, CUP, and the Parking Permit were called up for review by the Board concurrently with the request for the Plan Amendment and Zone Change.
25. The Board opened a duly-noticed public hearing on the Project on October 25, 2011. The Board heard presentations from Regional Planning staff and the permittees, along with testimony in support of the Project from the president of the Neighborhood Association, the permittees' consultant, and a representative from Northrop Grumman. There were six other comments from the public that either raised concerns about the Project or were otherwise opposed to the Project. The concerns raised included: (a) safety of pilots at the nearby airport;

(b) parking for the nearby park-and-ride lot; (c) parking impacts on the surrounding neighborhood as a result of the Project; and (d) the Zone Change and changed nature of the single-family residential community.

26. The Board continued the public hearing to November 8, 2011, to allow the permittees the opportunity to revise the Project design to address concerns raised by the community by redesigning vehicular ingress and egress from 117th Street, reducing the number of residential units, restricting retail uses only to the lot that interfaces with the transit station, and eliminating underground parking on Lot 1. The continuance also allowed for additional information to be gathered regarding the establishment of a parking district in the surrounding neighborhood and for the preparation of any necessary revisions to the Final EIR.
27. At the November 8, 2011 Board public hearing session on the Project, Regional Planning staff testified as to several design changes made by the permittees to address the community's concerns. The changes included: (a) a reduction in the number of residential units from the originally proposed 390 units to 376 units; (b) the restriction of retail uses to the lot that interfaces with the transit station; (c) the elimination of the driveway off West 117th Street; and (d) the elimination of the underground parking on the southern lot. Regional Planning staff also presented the option to establish a parking district in the surrounding neighborhood to prevent overflow parking from the adjacent park-and-ride lot. Additional analysis was done, and concluded that the changes would not result in any new or increased environmental impacts. A member of the community raised on-going concerns about parking, and another member of the community mentioned a concern about tap water quality.
28. The Project and the provisions for its design and improvement are consistent with the goals and policies of the County General Plan, as amended by the proposed Plan Amendment.
29. The Project increases the supply and diversity of housing and promotes the efficient use of existing public services and infrastructure by locating new development within an established urban area.
30. The Project is consistent with the surrounding area in the unincorporated community of Del Aire.
31. The Project is compatible with the surrounding land use patterns because its location allows for the efficient use of existing infrastructure and services. The Project places mixed use residential and commercial/retail space adjacent to a transit station and will support State and County efforts to provide workforce housing near major employment centers and transit stations, to address global climate change, to increase use of public transportation, to decrease air pollution, and to contribute to the conservation of energy. Design features such as building orientation and inclusion of a mix of housing and commercial uses complement

and protect surrounding uses. The Project site's location within an urbanized area, surrounded by major commercial uses and regional employment centers, as well as its proximity to well-developed transit corridors, makes the Project site ideal for redevelopment with higher density residential uses and complementary commercial/retail uses and complementary commercial/retail uses.

32. The Project is consistent with the General Plan because, with the proposed Plan Amendment, the housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources.
33. The Project site is currently designated as Category 1 on the General Plan Land Use Policy Map and PF in the City's General Plan. However, modified conditions in the surrounding area warrant the Plan Amendment. The Project is located within an urbanized area, surrounded by major commercial uses and regional employment centers, and in proximity to well-developed transit corridors. The Project site is also located in proximity to established, single-family residential neighborhoods. As such it is ideal for redevelopment with a mixed-use development that includes both residential and commercial/retail development designed in a manner that appropriately interfaces with the neighboring residential uses to the south and east while buffering such uses from the higher intensity uses to the north and west.
34. The Plan Amendment is necessary to fulfill and implement General Plan goals and policies intended to provide high-density, multi-family, and neighborhood commercial uses in an area close to transit and employment centers. The Plan Amendment will change the existing land use designations to allow for the development of a high-density residential, mixed-use Project near public transit and regional employment opportunities. This is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce reliance on automobiles, and limit greenhouse gas emissions. A mixed-use development near the Green Line Station will facilitate ridership on the public transportation system thereby promoting the use of public transit. The Project site is located adjacent to an established community and surrounded by major commercial uses and regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this underutilized parcel of land ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation. In addition, a higher density residential development will allow for development of workforce housing near major employment centers such as LAX and major corporations such as Northrop Grumman, Lockheed Martin, and Boeing.
35. Compatibility with surrounding land uses will be ensured through the Zone Change, Vesting Map, CUP, and the Parking Permit.

36. The Plan Amendment is necessary to authorize the mixed-use Project, which combines various land uses in a well-planned development that integrates a variety of housing densities with commercial or other uses concentrated near mass transit, thus reducing transportation costs, energy consumption, and air pollution; preserves land resources; and fosters varied developed environments through unified planning, design, and control of development.
37. The Plan Amendment is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, and allows for development that is both complementary to the neighboring established single-family residential neighborhoods and appropriately transitions from such lower intensity uses to the south and east to the more intense commercial and urban uses to the north and west. Design features such as building orientation and inclusion of a mix of housing and commercial uses complement and protect surrounding uses.
38. Approval of the Plan Amendment is in the interest of the public health, safety, and general welfare as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development to include street improvements, water supply, sewer connections, fire flow, and fire access.
39. The establishment of the Project is in conformance with good zoning practice.
40. The Project increases the supply and diversity of housing and promotes the efficient use of existing public services and infrastructure by locating new development within an established urban area.
41. Designating the 2.7-acre portion of the Project site located within the City as MXD-43U-DP is necessary in order to maintain consistency with the General Plan and to implement the Project, subject to the approval by LAFCO of the detachment of such portion from the City and annexation to the unincorporated County area. In addition, such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as precedent to filing any annexation request with LAFCO.
42. The Final EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Board reviewed and considered the Final EIR, along with its associated MMRP and Findings and SOC, and found that it reflects the independent judgment of the Board. The Findings and SOC are incorporated herein by this reference, as if set forth in full.
43. After considering the Final EIR and the MMRP together with any comments during the public review process, on the basis of the whole record before it, and with the mitigation measures set forth and carried out through the MMRP, other than the significant unavoidable impacts related to construction air quality and

exterior noise levels as set forth in the Findings and SOC, the Board finds there is no substantial evidence that the Project would have a significant effect on the environment.

44. The MMRP, consistent with the conclusions and recommendations of the Final EIR, was prepared, and its requirements are incorporated into the conditions of approval for this Project.
45. The MMRP, prepared in conjunction with the Final EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant unavoidable impacts related to construction air quality and exterior noise levels, which are identified in the Findings and for which the SOC concludes the benefits of the Project outweigh such impacts.
46. The Project is subject to the provisions of section 711.4 of the California Fish and Game Code and the regulations of the California Department of Fish and Game.
47. The Project is subject to the County Library Facilities Mitigation Fee pursuant to Chapter 22.72 of the County Code, calculated based on the Project's 376 units.
48. Approval of this Project is conditioned on the permittees' compliance with the conditions of approval for the related Vesting Map, CUP, the Parking Permit, and the MMRP.
49. With the conditions of approval for the related CUP and Parking Permit, the permittees shall be required to comply with the provisions of the MXD zone, and the applicable development program requirements for the -DP zoning designation, set forth in sections 22.40.030, et seq. of the County Code, except as modified by the CUP and the Parking Permit.
50. The permittees have submitted a development program, consisting of a site plan and progress schedule that complies with the requirements of section 22.40.050 of the County Code.
51. The development program has the necessary safeguards to ensure completion of the proposed development by the permittees, and the development program ensures that the Project will not be replaced by a lesser type of development contrary to the public convenience, welfare, or development needs of the area.
52. The permittees have demonstrated the suitability of the Project site for the proposed use. Establishment of the proposed use at such location is in conformity with good zoning practice. Compliance with the conditions of approval will ensure compatibility with surrounding land uses and consistency with all applicable General Plan policies.
53. The Project has been designed to be compatible with the surrounding area in terms of land use patterns, design, and established community character.

54. The Project at the proposed location will not adversely affect the economic welfare of the surrounding community, and the development provides adequate vehicular access and parking and loading so as to prevent undue traffic congestion.
55. The requested use at the proposed location will not adversely affect the health, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.
56. The Project site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
57. The Project site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and adequately served by other public or private service facilities as are required.
58. The Plan Amendment will not place an undue burden upon the community's ability to provide necessary facilities and services.
59. The permittees have satisfied the County "Burden of Proof" set forth in the County Code for the Plan Amendment.
60. Approval of the Plan Amendment, Zone Change, Vesting Map, CUP, and the Parking Permit will result in an updated policy map in the General Plan, as shown on the map attached hereto, to reflect current conditions in the area, and such approval will also establish development standards to ensure that future development on the Project site will be compatible with the goals and policies of the General Plan.
61. The exterior appearances of the structures will not be inconsistent with the exterior appearances of other commercial and residential structures already constructed or under construction within the immediate neighborhood so as to cause blight, deterioration, or substantially diminish or impair property values within the neighborhood.

THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS:

1. Certifies that the EIR for the Project was completed in compliance with CEQA and the State and County Guidelines related thereto; certifies that it independently reviewed and considered the information contained in the EIR, and that the EIR reflects the independent judgment and analysis of the Board as to the environmental consequences of the Project; and finds that on the basis of

the whole record that the significant adverse effects of the Project, as described in the EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological, or other considerations of the Project as stated in the attached Findings and SOC for the Project;

2. Certifies that the MMRP for the Project is adequately designed to ensure compliance with the mitigation measures during Project implementation;
3. Certifies that it adopted the EIR, the Findings and SOC, and the MMRP at the conclusion of the public hearing on the Project, that the MMRP is adequately designed to ensure compliance with the mitigation measures during project implementation, and further finds that the unavoidable significant effects of the Project after adoption of said mitigation measures are as described in the CEQA findings and SOC, determines that the remaining, unavoidable environmental impacts of the Project have been reduced to an acceptable level and are outweighed by specific health and safety, economic, social, and/or environmental benefits of the Project as stated in the Findings and SOC; and
4. Adopts General Plan Amendment Case No. 2009-00002-(2).

The foregoing was on the 21st day of February, 2012, adopted by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts, agencies, and authorities for which said Board so acts.



SACHI A. HAMAI, Executive Officer-
Clerk of the Board of Supervisors of the
County of Los Angeles

By

Deputy

APPROVED AS TO FORM:

JOHN F. KRATTLI
Acting County Counsel

By

Deputy

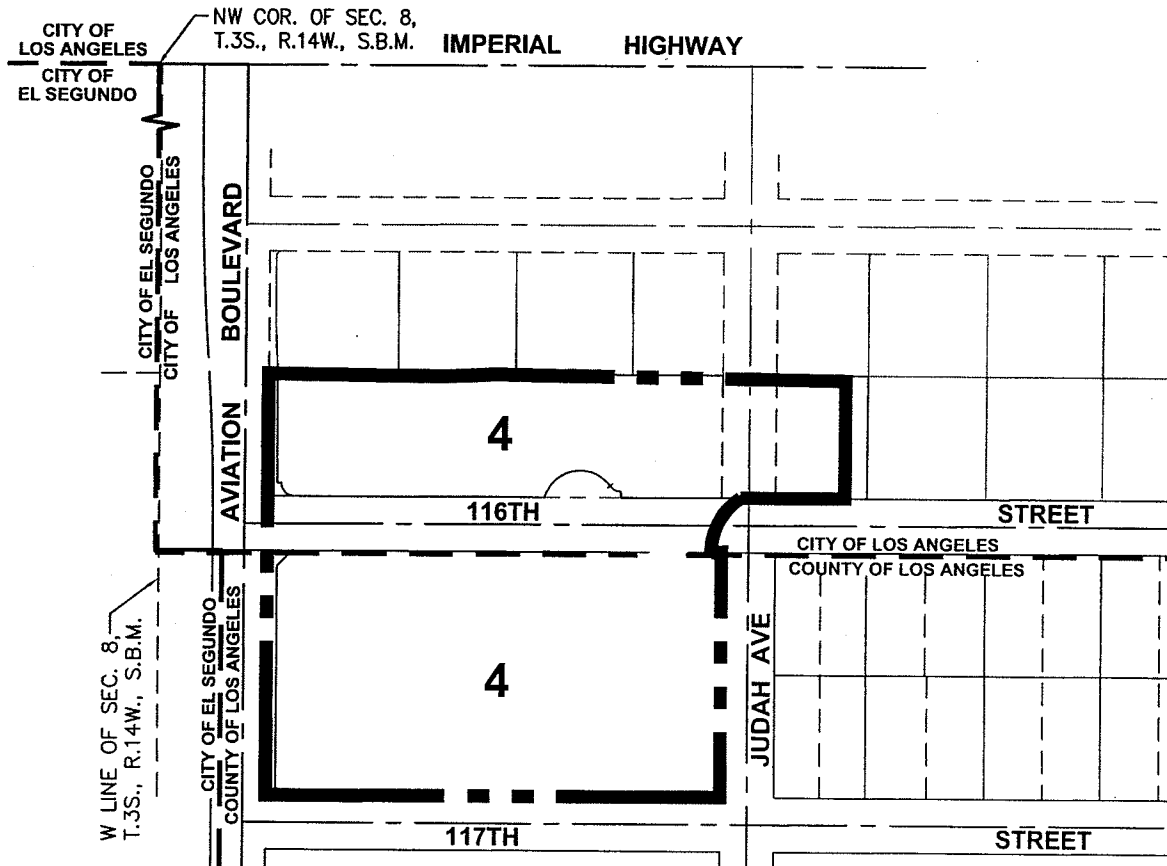
Attachment

GENERAL PLAN AMENDMENT DEL AIRE ZONED DISTRICT ADOPTED BY ORDINANCE: _____

ON: _____

PLAN AMENDMENT: PA 2009-00002

AMENDING SECTION: _____ OF THE COUNTY CODE



LEGAL DESCRIPTION:





LOTS 73, 74, 75, 76 AND PORTION LOT 72 OF TRACT NO. 2663, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

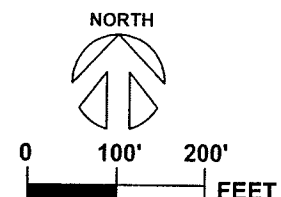
LOTS 77, 78, 79, 80, 111, 112, 113 AND 114 OF TRACT NO. 2663, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 27, PAGE 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DIGITAL DESCRIPTION:

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
RICHARD BRUCKNER, PLANNING DIRECTOR

LEGEND:

-  GENERAL PLAN AMENDMENT AREA
-  CITY/COUNTY BOUNDARY
-  PARCELS
-  LOT LINE



COUNTY ZONING MAP
084Z173